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# **ANNUAL INFORMATION DOCUMENT**

## **2025**

### **Introduction**

In January 2025, GES.A.P. S.p.A. (hereinafter, “GESAP”), as the company managing Palermo “Falcone e Borsellino” International Airport, launched the User Consultation Procedure on the proposed revision of airport charges for the 2025–2027 tariff period, in accordance with the Airport Charges Regulation Model approved by the Transport Regulation Authority (hereinafter, ART) by Resolution 38/2023.

The final proposal to revise the charges, sent to the Authority on April 7, 2025, was assessed by the competent ART Departments. Following this assessment, through subsequent communications, the Authority requested clarifications and additional documents, issuing Resolution 86/2025. In response to the Resolution, the Company adjusted the tariff model as corrected and transmitted it to the Authority and airport users, with the corresponding publication on the GESAP website, on August 13, 2025.

In compliance with paragraph 8.2 of Model A, the Company convened the Annual Users’ Meeting and prepared this Annual Information Document, in order to provide users with appropriate updates regarding the elements that contribute to the definition of airport charges.

In accordance with Article 8.2.1 of Model A, on September 19, 2025 the Company published this Annual Information Document on its institutional website, and simultaneously sent it to ART and to airport users. The document provides updates on the elements that contribute to the determination of airport charges, with reference to the 2026 year, and contains the information listed below:

- a) any update to the timetable (“cronoprogramma”) of investments recognized in the charges and technically validated by ENAC, for the remaining years of the tariff period starting from the current year;
- b) any urgent and non-deferrable works which, though not yet recognized in the charges but technically approved by ENAC, must be carried out in the remaining years of the tariff period starting from the current year;
- c) the progress status of the investments envisaged in the Investment Plan (with a separate breakdown of investments placed into service and works in progress, all distinguished among amounts relating to airport activities, ancillary activities, incentive-related activities, and non-pertinent activities) and the related timetable, detailing;
  - i) what has been finalized and technically validated by ENAC in each year starting from the Bridge Year up to the year preceding the current one;
  - ii) what has been preliminarily accounted for by the operator for the current year, based on at least six months of actual data;
  - iii) any update—based on what is indicated under letters a) and b)—to the ex-ante provisions for the remaining years of the regulatory period starting from the current year;

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- d) update of the annual incremental level of operating costs, with reference to (i) assets placed into service by the year prior to the current one, and (ii) the entry into force in that same year of ex-ante envisaged legislative and/or regulatory changes, or of additional, unforeseen changes not envisaged ex-ante;
  - e) update or confirmation of the annual tariff components k and v, relative to the values forecast for the tariff period;
  - f) the level of quality and environmental protection indicators finalized in the year prior to the current one and verified by ENAC, compared to the target values included in the Quality and Environmental Protection Plan approved by ENAC for that same year;
  - g) the preliminary outturn (“preconsuntivo”) of WLUs and service units, consistent with the parameters adopted for determining the unit level of charges;
  - h) the final outturn (“consuntivo”) of WLUs and service units for the previous year, consistent with the parameters adopted for determining the unit level of charges;
  - i) the variance between the value preliminarily estimated by the operator in the previous Annual Information Document and the final value, with reference to the year prior to the current one, regarding:
    - i) the progress status of the investments recognized in the charges (as technically validated by ENAC);
    - ii) operating costs attributable to Assets placed into service;
    - iii) operating costs attributable to the entry into force of legislative and/or regulatory changes envisaged ex-ante, or of additional, unforeseen changes not envisaged ex-ante;
  - j) updated values of operating costs referred to in paragraph 10.1.2, point 3, as a result of the inflation update;
  - k) the level of charges calculated for the following year (2026);
  - l) an explanation of the treatment of the commercial margin (CM) referred to in paragraph 10.8;
  - m) the date for convening users for the Hearing.

The Company has also transmitted to ENAC the documentation necessary to monitor compliance with the Four-Year Investment Plan and the Quality and Environmental Protection Plan, impacting parameters K, V, and  $\epsilon$ .

At the conclusion of the public Hearing scheduled for October 28, 2025 at 10:00 a.m., GESAP will publish on its website the level of charges which—unless otherwise indicated by the Authority—will take effect from January 1, 2026, and will send ART the minutes of the hearing together with the results of ENAC’s validations of parameters K, V, and  $\epsilon$ , indicating any adjustments to the tariff levels presented at the opening of the Hearing.

**a) any update to the timetable (“cronoprogramma”) of investments recognized in the charges and technically validated by ENAC, for the remaining years of the tariff period starting from the current year**

With regard to paragraph 8.2.1 point 2 d) of the ART Model, and concerning the timetable of investments recognized in the charges, as validated by ENAC during the technical review, it should be noted that during the 2024–2027 four-year period there is a slight deviation between the actual amounts and those planned. This difference is mainly attributable to updates made in progress, linked to the rescheduling of certain strategic investment priorities.

The following table shows the updated timetable of investments recognized in the charges.

*Table 1 – Updated timetable of investments recognized in the charges (2024–2027)*

| COD.P<br>Q               | Description of project  | Actual<br>2024 [€] | Forecast 2025-2027 [€]  |                         |                         | Total<br>2024-<br>2027 [€] |
|--------------------------|---|--------------------|-------------------------|-------------------------|-------------------------|----------------------------|
|                          |   |                    | Forecast<br>2025<br>[€] | Forecast<br>2026<br>[€] | Forecast<br>2027<br>[€] |                            |
| 1.2.1                    | Strengthening and upgrading air side infrastructure (400 Hz)          | 4.160              | 98.000                  | 3.362.383               | 3.464.543               | 6.929.086                  |
| 2.1.1                    | New Arrivals Hall and connected areas                                 | -                  | 4.240                   | -                       | -                       | 4.240                      |
| 2.1.2                    | Passenger terminal – Seismic upgrading and renovation, Lot 1          | 9.815.836,6<br>7   | 2.446.13<br>7           | -                       | -                       | 12.261.97<br>4             |
| 2.1.3                    | Passenger terminal – Seismic upgrading and renovation, Lot 2          | 36.167             | 1.766.61<br>4           | 14.996.29<br>4          | 1.306.595               | 18.105.67<br>0             |
| 2.1.5                    | Gates C and D   | 43.118             | 636.690                 | 3.394.068               | -                       | 4.073.876                  |
| 2.1.6                    | New air side restaurant (TP side)                                     | 14.571             | 316.541                 | 468.888                 | -                       | 800.000                    |
| 2.1.7                    | New Building A  | -                  | -                       | -                       | 7.000.000<br>*          | 7.000.000<br>*             |
| 2.2.1                    | General Aviation Terminal / PUA                                       | 400.886            | -                       | 100.000                 | 100.000                 | 600.886                    |
| 4.2.1                    | Network infrastructure revamping                                      | -                  | -                       | -                       | -                       | -                          |
| 5.2.1                    | Coach parking   | -                  | -                       | -                       | -                       | -                          |
| 5.2.2                    | Expansion of P2 car park (seaside)                                    | 21.745             | 821.790                 | 2.056.465               | -                       | 2.900.000                  |
| 5.2.4                    | Multi-storey car park (Trapani side)                                  | -                  | -                       | -                       | -                       | -                          |
| 5.3.1                    | Seaside park and visitor path   | -                  | 111.835                 | 388.165                 | -                       | 500.000                    |
| 6.1.1                    | BHS system upgrade for implementation of hold baggage CTX machines    | 8.439.779          | 23.620                  | -                       | -                       | 8.463.399                  |
| 6.1.2                    | Seaside perimeter intrusion detection system                          | -                  | -                       | -                       | -                       | -                          |
| 6.1.3                    | Mountain side perimeter intrusion detection system                    | 1.720.051          | -                       | -                       | -                       | 1.720.051                  |
| 7.1.1                    | APMS  |                    | 4.489                   | 1.995.511               | 2.000.000               | 4.000.000                  |
| 7.1.2                    | Extraordinary Maintenance Plan  | 1.300.319          | 1.661.41<br>2           | 1.699.681               | 2.438.588               | 7.100.000                  |
| 7.1.3                    | Replacement of 7 boarding bridges                                     | 1.542.313          | 1.011                   | -                       | -                       | 1.543.324                  |
| 8.1.1                    | Demolition of Technical Plant, Incinerator and Water Treatment Plant  | 365.789            | 4.127                   | 880.084                 | -                       | 1.250.000                  |
| 8.1.2                    | Demolition of Buildings 16 and 17 and expansion of rent-a-car parking | -                  | -                       | -                       | -                       | -                          |
| 8.3.1                    | PSA update  | -                  | -                       | 240.000                 | -                       | 240.000                    |
| 9.1.1                    | Quality Plan  | -                  | -                       | -                       | -                       | -                          |
| 10.2.1                   | Alternative energy production – Photovoltaic plants                   | -                  | -                       | 1.500.000               | 500.000                 | 2.000.000                  |
| 10.3.1                   | Water treatment – Rainwater collection and reuse                      | 954.365            | 6.643                   | -                       | -                       | 961.008                    |
| 10.4.1                   | Emissions reduction – Replacement of existing vehicle fleet           | -                  | -                       | -                       | -                       | -                          |
| 10.5.1                   | Water treatment – Reduction of annual water consumption               | 68.737             | 268.240                 | 163.023                 | 500.000                 | 1.000.000                  |
| 11.1.1                   | New cargo area  | 689.616            | 201.234                 | 631.666                 | -                       | 1.522.516                  |
| 12.1.1                   | Supplies  | 846.465            | 1.360.23<br>3           | 400.000                 | 500.000                 | 3.106.698                  |
| 12.2.2                   | IT systems, basic and peripheral infrastructure                       | 161.017            | 157.786                 | 438.983                 | 442.214                 | 1.200.000                  |
| <b>TOTAL INVESTMENTS</b> |   | <b>26.424.934</b>  | <b>9.890.64<br/>2</b>   | <b>32.715.21<br/>2</b>  | <b>12.681.83<br/>5</b>  | <b>81.712.62<br/>4</b>     |

\*Investment 2.1.7 is partly at zero cost for Users, since €5,570,104.81 has been deducted for the purpose of tariff remuneration.

- b) any urgent and non-deferrable works which, though not yet recognized in the charges but technically approved by ENAC, must be carried out in the remaining years of the tariff period starting from the current year**

The Operator reports that no interventions referred to in paragraph 8.2.1 point 2 b) of Model A have been planned.

- c) the progress status of the investments envisaged in the Investment Plan (with a separate breakdown of investments placed into service and works in progress, all distinguished among amounts relating to airport activities, ancillary activities, incentive-related activities, and non-pertinent activities) and the related timetable**

In compliance with the provisions of paragraph 8.2.1 point 2 c) of Model A, the following summary tables are presented, showing the progress status of the investments included in the Four-Year Investment Plan for the 2024 and 2025 financial years (with separate evidence of investments already placed into service and works in progress, all distinguished among amounts relating to airport activities, ancillary activities, incentive-related activities, and non-pertinent activities) and the related timetable, with details of:

- i. the amounts finalized and technically validated by ENAC in each year starting from the Bridge Year up to the year prior to the current one (Table 2);
- ii. the amounts preliminarily accounted for by the operator for the current year, based on at least six months of actual data (Table 3);
- iii. any updates—based on what is indicated under letters a) and b)—to the ex-ante provisions for the remaining years of the regulatory period starting from the current year (Table 4).

*Table 2 – Update of Investments (Final Balance 2024)*

| Type of Intervention             | 2024 Final Balance |              |          |            |               |              |          |           |               |            |          |            |
|----------------------------------|--------------------|--------------|----------|------------|---------------|--------------|----------|-----------|---------------|------------|----------|------------|
|                                  | Total              |              |          |            | LIC           |              |          |           | Commissioned  |            |          |            |
|                                  | REG                | NO REG       | INC      | NP         | REG           | NO REG       | INC      | NP        | REG           | NO REG     | INC      | NP         |
| 1 FLIGHT INFRASTRUCTURE WORKS    | 4                  | 0            | 0        | 0          | 4             | 0            | 0        | 0         | 0             | 0          | 0        | 0          |
| 2 TERMINAL WORKS                 | 8.483              | 1.827        | 0        | 0          | 8.082         | 1.827        | 0        | 0         | 401           | 0          | 0        | 0          |
| 4 NETWORKS AND SYSTEMS           | 0                  | 0            | 0        | 0          | 0             | 0            | 0        | 0         | 0             | 0          | 0        | 0          |
| 5 ACCESS SYSTEMS, ROADS, PARKING | 0                  | 22           | 0        | 0          | 0             | 22           | 0        | 0         | 0             | 0          | 0        | 0          |
| 6 SECURITY                       | 9.995              | 113          | 0        | 52         | 0             | 0            | 0        | 0         | 9.995         | 113        | 0        | 52         |
| 7 EXTRAORDINARY MAINTENANCE PLAN | 2.718              | 85           | 0        | 39         | 1.542         | 0            | 0        | 0         | 1.176         | 85         | 0        | 39         |
| 8 OTHER WORKS                    | 331                | 24           | 0        | 11         | 331           | 24           | 0        | 11        | 0             | 0          | 0        | 0          |
| 9 QUALITY PLAN                   | 0                  | 0            | 0        | 0          | 0             | 0            | 0        | 0         | 0             | 0          | 0        | 0          |
| 10 ENVIRONMENTAL PROTECTION PLAN | 925                | 67           | 0        | 31         | 925           | 67           | 0        | 31        | 0             | 0          | 0        | 0          |
| 11 CARGO                         | 345                | 345          | 0        | 0          | 345           | 345          | 0        | 0         | 0             | 0          | 0        | 0          |
| 12 SUPPLIES                      | 911                | 66           | 0        | 30         | 0             | 0            | 0        | 0         | 911           | 66         | 0        | 30         |
| <b>TOTAL</b>                     | <b>23.713</b>      | <b>2.549</b> | <b>0</b> | <b>164</b> | <b>11.230</b> | <b>2.285</b> | <b>0</b> | <b>42</b> | <b>12.483</b> | <b>264</b> | <b>0</b> | <b>122</b> |

*[Values expressed in thousands of €]*

Table 3 – Update of Investments (Preliminary Balance 2025)

| Type of Intervention |                                | Preliminary Balance 2025 |              |          |            |
|----------------------|--------------------------------|--------------------------|--------------|----------|------------|
|                      |                                | REG                      | NO REG       | INC      | NP         |
| 1                    | FLIGHT INFRASTRUCTURE WORKS    | 98                       | 0            | 0        | 0          |
| 2                    | TERMINAL WORKS                 | 4.079                    | 1.092        | 0        | 0          |
| 4                    | NETWORKS AND SYSTEMS           | 0                        | 56           | 0        | 0          |
| 5                    | ACCESS SYSTEMS, ROADS, PARKING | 101                      | 829          | 0        | 3          |
| 6                    | SECURITY                       | 24                       | 0            | 0        | 0          |
| 7                    | EXTRAORDINARY MAINTENANCE PLAN | 1.508                    | 109          | 0        | 50         |
| 8                    | OTHER WORKS                    | 4                        | 0            | 0        | 0          |
| 9                    | QUALITY PLAN                   | 0                        | 0            | 0        | 0          |
| 10                   | ENVIRONMENTAL PROTECTION PLAN  | 249                      | 18           | 0        | 8          |
| 11                   | CARGO                          | 101                      | 101          | 0        | 0          |
| 12                   | SUPPLIES                       | 1.373                    | 99           | 0        | 46         |
| <b>TOTAL</b>         |                                | <b>7.535</b>             | <b>2.304</b> | <b>0</b> | <b>108</b> |

[Values expressed in thousands of €]

Table 4 – Update of Investments (Forecast 2026 and Forecast 2027)

| Type of Intervention |                                | Forecast 2026 |              |          |            | Forecast 2027 |            |          |            |
|----------------------|--------------------------------|---------------|--------------|----------|------------|---------------|------------|----------|------------|
|                      |                                | REG           | NO REG       | INC      | NP         | REG           | NO REG     | INC      | NP         |
| 1                    | FLIGHT INFRASTRUCTURE WORKS    | 3.362         | 0            | 0        | 0          | 3.465         | 0          | 0        | 0          |
| 2                    | TERMINAL WORKS                 | 15.731        | 3.228        | 0        | 0          | 8.166         | 240        | 0        | 0          |
| 4                    | NETWORKS AND SYSTEMS           | 0             | 0            | 0        | 0          | 0             | 0          | 0        | 0          |
| 5                    | ACCESS SYSTEMS, ROADS, PARKING | 351           | 2.082        | 0        | 12         | 0             | 0          | 0        | 0          |
| 6                    | SECURITY                       | 0             | 0            | 0        | 0          | 0             | 0          | 0        | 0          |
| 7                    | EXTRAORDINARY MAINTENANCE PLAN | 3.533         | 111          | 0        | 51         | 4.205         | 160        | 0        | 74         |
| 8                    | OTHER WORKS                    | 1.013         | 73           | 0        | 34         | 0             | 0          | 0        | 0          |
| 9                    | QUALITY PLAN                   | 0             | 0            | 0        | 0          | 0             | 0          | 0        | 0          |
| 10                   | ENVIRONMENTAL PROTECTION PLAN  | 1.504         | 109          | 0        | 50         | 904           | 66         | 0        | 30         |
| 11                   | CARGO                          | 316           | 316          | 0        | 0          | 0             | 0          | 0        | 0          |
| 12                   | SUPPLIES                       | 759           | 55           | 0        | 25         | 852           | 62         | 0        | 28         |
| <b>TOTAL</b>         |                                | <b>26.568</b> | <b>5.975</b> | <b>0</b> | <b>172</b> | <b>17.592</b> | <b>527</b> | <b>0</b> | <b>132</b> |

[Values expressed in thousands of €]

- d) update of the annual incremental level of operating costs, with reference to (i) the assets commissioned in the year prior to the current one, (ii) the entry into force in the same year of legislative and/or regulatory provisions foreseen ex ante, or of additional provisions not foreseen ex ante**

In line with par. 8.2.1 point 2 d) of Model A, the new level of operating costs related to assets commissioned and the entry into force of legislative provisions in the year 2024 are reported below.

With reference to parameter K, it should be noted that the costs related to assets commissioned in 2024 are recognized in the tariff for 2025.

*Table 5 – Update of Parameter K – Investments Commissioned (2025)*

| Costs admitted under parameter K | 2025    |
|----------------------------------|---------|
| Total discontinuity from K       | € 8.579 |

*[Values expressed in thousands of €]*

The following table shows the additional costs arising from legislative/regulatory provisions related to 2024, applicable to the regulatory period. The updated value for 2025 is reported under points e) and i).

*Table 6 – Additional Costs from Legislative/Regulatory Provisions (2025–2027)*

| Costs admitted under parameter V   | 2025           | 2026           | 2027           |
|------------------------------------|----------------|----------------|----------------|
| Adjustment from 2023 Monitoring    | -€ 1.483       | € -            | € -            |
| Fire Brigade Contribution (VV.FF.) | € 1.500        | € 1.500        | € 1.500        |
| AGL Management                     | € 400          | € 400          | € 400          |
| Leasing for BHS system upgrade     | € 750          | € 750          | € 750          |
| <b>Total discontinuity from V</b>  | <b>€ 1.167</b> | <b>€ 2.650</b> | <b>€ 2.650</b> |

*[Values expressed in thousands of €]*

- e) update or confirmation of the annual tariff components k and v, relative to the values forecast for the tariff period**

In compliance with par. 8.2.1 point 2 e) of Model A, the following summary tables show the update of parameter K, related to investments commissioned, and parameter V, related to additional costs arising from legislative and/or regulatory provisions.

Table 7 – Update of Parameter K – Investments Commissioned (2025–2027)

| Costs admitted under parameter K | FORECAST [€] |       |       | MONITORING [€] |         |          | Delta [€] |         |         |
|----------------------------------|--------------|-------|-------|----------------|---------|----------|-----------|---------|---------|
|                                  | 2025         | 2026  | 2027  | 2025           | 2026    | 2027     | 2025      | 2026    | 2027    |
| Total discontinuity from K       | 7.084        | 7.646 | 8.690 | 8.579 €        | 9.546 € | 11.854 € | 1.495 €   | 1.900 € | 3.164 € |

[Values expressed in thousands of €]

Table 8 – Additional Costs from Legislative/Regulatory Provisions (2025–2027)

| Costs admitted under parameter V                            | FORECAST |          |         | MONITORING |         |         | DELTA |        |        |
|---|----------|----------|---------|------------|---------|---------|-------|--------|--------|
|   | 2025     | 2026     | 2027    | 2025       | 2026    | 2027    | 2025  | 2026   | 2027   |
| Adjustment from 2023 Monitoring                             | -€ 1.483 | € -      | € -     | -€ 1.483   | € -     | € -     | € -   | € -    | € -    |
| Adjustment from Resolution 86/2025 (July–December estimate) | € -      | -€ 1.000 | € -     | € -        | -€ 800  | € -     | € -   | -€ 200 | € -    |
| Fire Brigade Contribution (VV.FF.)                          | € 1.500  | € 1.500  | € 1.500 | € 1.500    | € 1.500 | € 1.500 | € -   | € -    | € -    |
| AGL Management  | € 400    | € 400    | € 400   | € 400      | € 400   | € 400   | € -   | € -    | € -    |
| Leasing for BHS system upgrade                              | € 750    | € 750    | € 750   | € 750      | € 750   | € 750   | € -   | € -    | € -    |
| Entry-Exit System –   | € -      | € -      | € -     | € -        | € 591   | € 591   | € -   | -€ 591 | -€ 591 |
| Total discontinuity from V                                  | € 1.167  | € 1.650  | € 2.650 | € 1.167    | € 2.441 | € 3.241 | € -   | -€ 791 | -€ 591 |

[Values expressed in thousands of €]

- f) the level of quality and environmental protection indicators finalized in the year prior to the current one and verified by ENAC, compared to the target values included in the Quality and Environmental Protection Plan approved by ENAC for that same year**

In compliance with par. 8.2.1 point 2 f) of Model A, the following tables show the comparison between the level of quality and environmental indicators achieved in 2024 and the target values set out in the Quality Plan and the Environmental Protection Plan for the same year.

*Table 9 – Quality Indicators (Year 2024)*

| No.      | Quality Indicator  | Description / Unit of Measure   | Trend      | Weight (%) | Target 2024 | Result 2024 |
|----------|--|---|------------|------------|-------------|-------------|
| PRIOR 1  | Waiting time at security control   | Waiting time in 90% of cases (minutes)  | decreasing | 7,5%       | 06'00       | 05'52       |
| PRIOR 2  | Delivery time of the last baggage from aircraft block-on                         | Time in minutes calculated from aircraft block-on to delivery of last baggage | decreasing | 10,0%      | 25'50       | 27'27       |
| PRIOR 6  | Flight delays attributable to the airport operator                               | No. of delays / total departing passenger flights                             | decreasing | 5,0%       | 0,22%       | 0,51%       |
| PRIOR 12 | Perception of cleanliness in the terminal  | % satisfied passengers  | increasing | 7,5%       | 92,0%       | 98,6%       |
| PRM 1    | Waiting time for PRM with pre-notification                                       | Time in minutes to receive assistance at designated points                    | decreasing | 12,5%      | 05'40       | 06'54       |
| PRM 13   | Perception of PRM staff professionalism  | % satisfied passengers  | increasing | 7,5%       | 97,6%       | 100,0%      |
| CdS 15   | Perception of Wi-Fi connectivity   | % satisfied passengers  | increasing | 12,5%      | 93,0%       | 98,9%       |
| CdS 23   | Perception of the effectiveness of information desks                             | % satisfied passengers  | increasing | 5,0%       | 93,0%       | 99,4%       |
| CdS 26   | Perception of the effectiveness and accessibility of public information services | % satisfied passengers  | increasing | 5,0%       | 96,0%       | 99,6%       |
| CdS 28   | Waiting time in check-in queues  | Waiting time in 90% of cases (minutes)  | decreasing | 7,5%       | 10'25       | 13'09       |
| TEC 1.8  | Availability of restrooms  | TPHP / number of restrooms  | decreasing | 10,0%      | 17,95       | 21,78       |
| TEC 1.9  | Availability of charging stations  | TPHP / number of charging stations for mobile phones/laptops                  | decreasing | 10,0%      | 105,0       | 70,12       |

Parameter q = 1,000



Table 10 – Environmental Protection Indicators (Year 2024)

| No. | Environmental Protection Indicator  | Description / Unit of Measure   | Trend      | Weight (%) | Target 2024 | Result 2024 |
|-----|---|---|------------|------------|-------------|-------------|
| 1.B | Electricity generation through installation of photovoltaic systems in airside areas  | MWh produced from traditional (non-renewable) sources, compared to total MWh consumed | decreasing | 40,0%      | 94,00%      | 95,02%      |
| 1.C | Replacement of existing vehicle fleet with lower environmental impact or reduced emission vehicles (natural gas, biodiesel, electric, hydrogen, hybrid, etc.) | % of vehicles replaced  | decreasing | 15,0%      | 80,00%      | 63,33%      |
| 2.D | Significant reduction in total annual water consumption   | m <sup>3</sup> of water consumed / passengers   | decreasing | 45,0%      | 100,00%     | 76,19%      |

Parameter  $\alpha$  = - 1,000

The following table reports the values of parameters  $q$  and  $\alpha$ , which contribute to the determination of parameter  $\epsilon$ , calculated according to the provisions of Model A. Since  $\epsilon$  is equal to 0, it has no impact on the update of the tariff period 2025–2028 as applied to the 2026 tariff.

Table 11 – Determination of Parameter  $\epsilon$  based on Parameters  $q$  and  $\alpha$

| Parameter                    |                     | Value  |
|------------------------------|---------------------|--------|
| Parameter $q$                | [a]                 | 1,000  |
| Weight of parameter $q$      | [b]                 | 50,00% |
| Parameter $\alpha$           | [c]                 | -1,000 |
| Weight of parameter $\alpha$ | [d]                 | 50,00% |
| Parameter $\epsilon$         | $(a*b + c*d) / 100$ | 0,00   |

**g) the preliminary outturn (“preconsuntivo”) of WLUs and service units, consistent with the parameters adopted for determining the unit level of charges**

In compliance with par. 8.2.1 point 2 g) of Model A, the forecast data for the current fiscal year 2025 are reported below.

*Table 12 – Preliminary Balance of WLU and Service Units (2025)*

| Traffic Unit               | Jan–Aug 2025     | Forecast 2025    |
|----------------------------|------------------|------------------|
| <b>TOTAL PAX</b>           | <b>6.209.030</b> | <b>9.147.304</b> |
| Transit Pax                | 7.683            | 19.964           |
| Departing Pax              | 3.068.020        | 4.573.366        |
| <b>TOTAL MOVEMENTS</b>     | <b>44.374</b>    | <b>67.591</b>    |
| <b>TOTAL TONNAGE</b>       | <b>2.910.398</b> | <b>4.399.267</b> |
| Tons <25                   | 1.070.868        | 1.663.460        |
| Tons >25                   | 1.839.530        | 2.735.808        |
| <b>FREIGHT (quintals)</b>  | <b>2.014</b>     | <b>5.407</b>     |
| <b>MAIL (quintals)</b>     | <b>8.174</b>     | <b>14.970</b>    |
| <b>TRAFFIC UNITS (WLU)</b> | <b>6.219.218</b> | <b>9.167.681</b> |

- h) the final outturn (“consuntivo”) of WLUs and service units for the previous year, consistent with the parameters adopted for determining the unit level of charges**

In compliance with par. 8.2.1 point 2 h) of Model A, the final data for the previous fiscal year 2024 are reported below.

*Table 13 – Final Balance of WLU and Service Units (2024)*

| Traffic Unit               | Final Balance 2024 |
|----------------------------|--------------------|
| <b>TOTAL PAX</b>           | <b>8.908.946</b>   |
| Transit Pax                | 12.993             |
| Departing Pax              | 4.439.494          |
| <b>TOTAL MOVEMENTS</b>     | <b>65.091</b>      |
| <b>TOTAL TONNAGE</b>       | <b>4.191.353</b>   |
| Tons <25                   | 1.571.663          |
| Tons >25                   | 2.619.690          |
| <b>FREIGHT (quintals)</b>  | <b>2.324</b>       |
| <b>MAIL (quintals)</b>     | <b>12.117</b>      |
| <b>TRAFFIC UNITS (WLU)</b> | <b>8.923.387</b>   |

**i) deviation between the preliminary balance value estimated by the operator in the previous Annual Information Document and the final balance value, with reference to the year prior to the current one**

In compliance with par. 8.2.1 point 2 i) of Model A, the following shows the deviation between the preliminary balance value estimated by the operator in the previous Annual Information Document and the final balance value, with reference to the year prior to the current one, regarding:

- i. the progress status of investments recognized in the tariff (as technically validated by ENAC);
- ii. operating costs related to assets commissioned;
- iii. operating costs related to the entry into force of legislative and/or regulatory provisions foreseen ex ante, or of additional provisions not foreseen ex ante.

The following table illustrates the progress status and the deviation related to the investments recognized in the tariff.

*Table 14 – Investments recognised in tariffs – Forecast and final balance (2024).*

| Type of Intervention |                                | FORECAST 2024 |              | MONITORING 2024 |              | Total Delta | Delta Of which REG |
|----------------------|--------------------------------|---------------|--------------|-----------------|--------------|-------------|--------------------|
|                      |                                | Total         | Of which REG | Total           | Of which REG |             |                    |
| 1                    | FLIGHT INFRASTRUCTURE WORKS    | € 0           | € 0          | € 4.160         | € 4.160      | € 4.160     | € 4.160            |
| 2                    | TERMINAL WORKS                 | € 6.633.568   | € 5.528.184  | € 10.310.579    | € 8.483.240  | € 3.677.012 | € 2.955.055        |
| 4                    | NETWORKS AND SYSTEMS           | € 0           | € 0          | € 0             | € 0          | € 0         | € 0                |
| 5                    | ACCESS SYSTEMS, ROADS, PARKING | € 0           | € 0          | € 21.745        | € 0          | € 21.745    | € 0                |
| 6                    | SECURITY                       | € 7.225.962   | € 7.155.291  | € 10.159.829    | € 9.995.220  | € 2.933.868 | € 2.839.930        |
| 7                    | EXTRAORDINARY MAINTENANCE PLAN | € 3.250.000   | € 3.034.675  | € 2.842.633     | € 2.718.192  | -€ 407.367  | -€ 316.483         |
| 8                    | OTHER WORKS                    | € 240.000     | € 217.032    | € 365.789       | € 330.783    | € 125.789   | € 113.751          |
| 9                    | QUALITY PLAN                   | € 0           | € 0          | € 0             | € 0          | € 0         | € 0                |
| 10                   | ENVIRONMENTAL PROTECTION PLAN  | € 1.250.000   | € 1.130.375  | € 1.023.102     | € 925.191    | -€ 226.898  | -€ 205.184         |
| 11                   | CARGO                          | € 0           | € 0          | € 689.616       | € 344.808    | € 689.616   | € 344.808          |
| 12                   | SUPPLIES                       | € 800.000     | € 723.440    | € 1.007.482     | € 911.066    | € 207.482   | € 187.626          |
| TOTAL                |                                | € 19.399.529  | € 17.788.997 | € 26.424.934    | € 23.712.660 | € 7.025.405 | € 5.923.663        |

With regard to the operating costs relating to assets that have entered into service, please refer to points d) and e).

Compared to 2024, in 2025 the following operating costs are reported, relating to the entry into force of legislative and/or regulatory changes to be applied to the 2026 tariff:

- Adjustment relating to the corrections made by Resolution 86/2025, for an amount of €800k;
- Personnel costs relating to the introduction of the Entry-Exit System, implemented in compliance with European Regulation (EU) 2017/2226, as required by the Palermo - Punta Raisi Border Police, amounting to €591k.

The table below shows the operating costs relating to the entry into force of legislative and/or regulatory changes.

*Table 15 – Additional costs arising from regulatory/statutory changes (2025–2027)*

| Cost allowed in parameter V                               | 2025           | 2026           | 2027           |
|---|----------------|----------------|----------------|
| Adjustment from Monitoring Year 2023                      | -€ 1.483       | € -            | € -            |
| Adjustment from Resolution 86/2025 July-December estimate | € -            | -€ 800         | € -            |
| Fire Brigade Contribution (VV.FF.)                        | € 1.500        | € 1.500        | € 1.500        |
| AGL management  | € 400          | € 400          | € 400          |
| Leasing for BHS system upgrades                           | € 750          | € 750          | € 750          |
| Entry Exit System – Personnel costs                       | € -            | € 591          | € 591          |
| <b>Total discontinuity for V</b>                          | <b>€ 1.167</b> | <b>€ 2.441</b> | <b>€ 3.241</b> |

*[Values expressed in thousands of €]*

**j) updated values of the operating costs referred to in paragraph 10.1.2, point 3, as a result of inflation adjustment**

In accordance with paragraph 8.2.1, point 2 j) of Model A, the following is a comparison between the expected value of operating costs (referred to in paragraph 10.1.2, point 3 of the Model) relating to the tariff dynamics agreed upon during the Hearing and the same value resulting from the update of the expected inflation for the period 2025-2027 with a value of 1.80%.

*Table 16 – Update of operating costs considering inflation (2025–2027)*

| Year  | 2025          | 2026          | 2027          |
|---|---------------|---------------|---------------|
| Planned inflation monitoring 2025               | 1,80%         | 1,80%         | 1,80%         |
| <b>Total net Opex net monitoring 2025</b>       | <b>38.481</b> | <b>39.219</b> | <b>39.933</b> |
| Planned inflation monitoring 2026               | 1,80%         | 1,80%         | 1,80%         |
| <b>Total net Opex net monitoring as of 2026</b> | <b>38.481</b> | <b>39.219</b> | <b>39.933</b> |
| Delta Opex                                      | 0             | 0             | 0             |

*[Values expressed in thousands of €]*

**k) level of the tariffs calculated for the following year (2026)**

In accordance with paragraph 8.2.1 point 2 k) of Model A, the level of tariffs calculated for the following year (2026) is shown below, compared with the fees proposed for consultation and the fees that incorporate the corrections of Resolution ART 87/2025.

*Table 17 – 2026 tariffs from monitoring compared with tariffs following Resolution 87/2025 and tariffs proposed at the start of the consultation procedure*

| Service                                   | Unit of measurement | 2026<br>Update annual<br>monitoring | 2026<br>Resolution<br>87/2025 | 2026<br>Users'<br>Consultation |
|---|---------------------|-------------------------------------|-------------------------------|--------------------------------|
| <b>LANDING AND TAKE-OFF</b>               | €/ton               |                                     |                               |                                |
| up to 25 tons Winter                      |                     | 1,40                                | 1,41                          | 1,23                           |
| over 25 tons Winter                       |                     | 2,10                                | 2,12                          | 1,84                           |
| up to 25 tons Summer                      |                     | 1,73                                | 1,75                          | 1,52                           |
| over 25 tons Summer                       |                     | 2,59                                | 2,62                          | 2,27                           |
| <b>PARKING</b>                            | €/ton h             | 0,25                                | 0,25                          | 0,25                           |
| <b>PAX BOARDING ADULTS</b>                | €/depax             | 7,04                                | 6,79                          | 8,43                           |
| Intra UE                                  |                     | 7,06                                | 6,81                          | 8,45                           |
| Extra UE                                  |                     | 9,39                                | 9,07                          | 11,25                          |
| <b>PAX BOARDING CHILDREN</b>              | €/depax             |                                     |                               |                                |
| Intra UE                                  |                     | 3,53                                | 3,41                          | 4,23                           |
| Extra UE                                  |                     | 4,70                                | 4,53                          | 5,62                           |
| <b>FREIGHT</b>                            | €/kg                | 0,15                                | 0,15                          | 0,15                           |
| <b>SECURITY PAX</b>                       | €/depax             | 1,84                                | 1,68                          | 1,36                           |
| <b>SECURITY CHECK ON HOLD BAGGAGE</b>     | €/depax             | 1,78                                | 1,62                          | 1,13                           |
| <b>SECURITY LOADING/UNLOADING FREIGHT</b> | €/kg                | 0,17                                | 0,16                          | 0,13                           |
| <b>Boarding bridges</b>                   | €/h                 | 55,00                               | 55,00                         | 55,00                          |
| first 45'                                 |                     | 44,44                               | 44,44                         | 44,44                          |
| successive 15'                            |                     | 13,88                               | 13,88                         | 13,88                          |
| successive 30'                            |                     | 27,76                               | 27,76                         | 27,76                          |
| successive 45'                            |                     | 41,66                               | 41,66                         | 41,66                          |
| successive 60'                            |                     | 55,54                               | 55,54                         | 55,54                          |
| successive 75'                            |                     | 76,36                               | 76,36                         | 76,36                          |
| successive 90'                            |                     | 97,18                               | 97,18                         | 97,18                          |
| <b>Freight stock</b>                      | €/kg                | 0,50                                | 0,50                          | 0,50                           |
| <b>FUELING</b>                            | € year/sqm          | 19,29                               | 19,33                         | 20,52                          |
| <b>CHECK-IN DESKS</b>                     | € year/desk         |                                     |                               |                                |
| Annual feeper desk                        |                     | 16.689,28                           | 13.527,28                     | 13.527,28                      |
| fee for extra hour                        | €/h                 | 15,00                               | 15,00                         | 15,00                          |
| <b>OPERATING ROOMS AND AREAS</b>          | € year/sqm          |                                     |                               |                                |
| offices                                   |                     | 460,00                              | 460,00                        | 460,00                         |
| operating rooms                           |                     | 370,00                              | 370,00                        | 370,00                         |
| service areas                             |                     | 280,00                              | 280,00                        | 280,00                         |
| external areas                            |                     | 32,21                               | 32,21                         | 32,21                          |

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**l) illustration of the treatment of the Commercial Margin (CM) referred to in paragraph 10.8**

The commercial margin (CM), generated by ancillary activities, is determined by the difference between the sum of revenues and costs deriving from such activities.

For the purpose of providing the above information, it should be noted that the CM resulting from the certified regulatory accounting data for 2024 amounts to €19.4 million (as shown in the table below).

*Table 1818 – Determination of the Commercial Margin (CM) – 2024*

| ITEM  | REGULATORY AMOUNT 2024 |
|---|------------------------|
| Commercial revenues   | 22.470.907 €           |
| Regulatory costs of ancillary activities (incl. capital remuneration) | 3.091.449 €            |
| <b>Commercial Margin (CM)</b>   | <b>19.379.458 €</b>    |

The above commercial margin for the year 2024 is used at 100% for incentive activities.

**m) Date of users' Hearing**

The users' Hearing is scheduled for 28 October 2025 at 10:00 a.m. at the registered office of GESAP.